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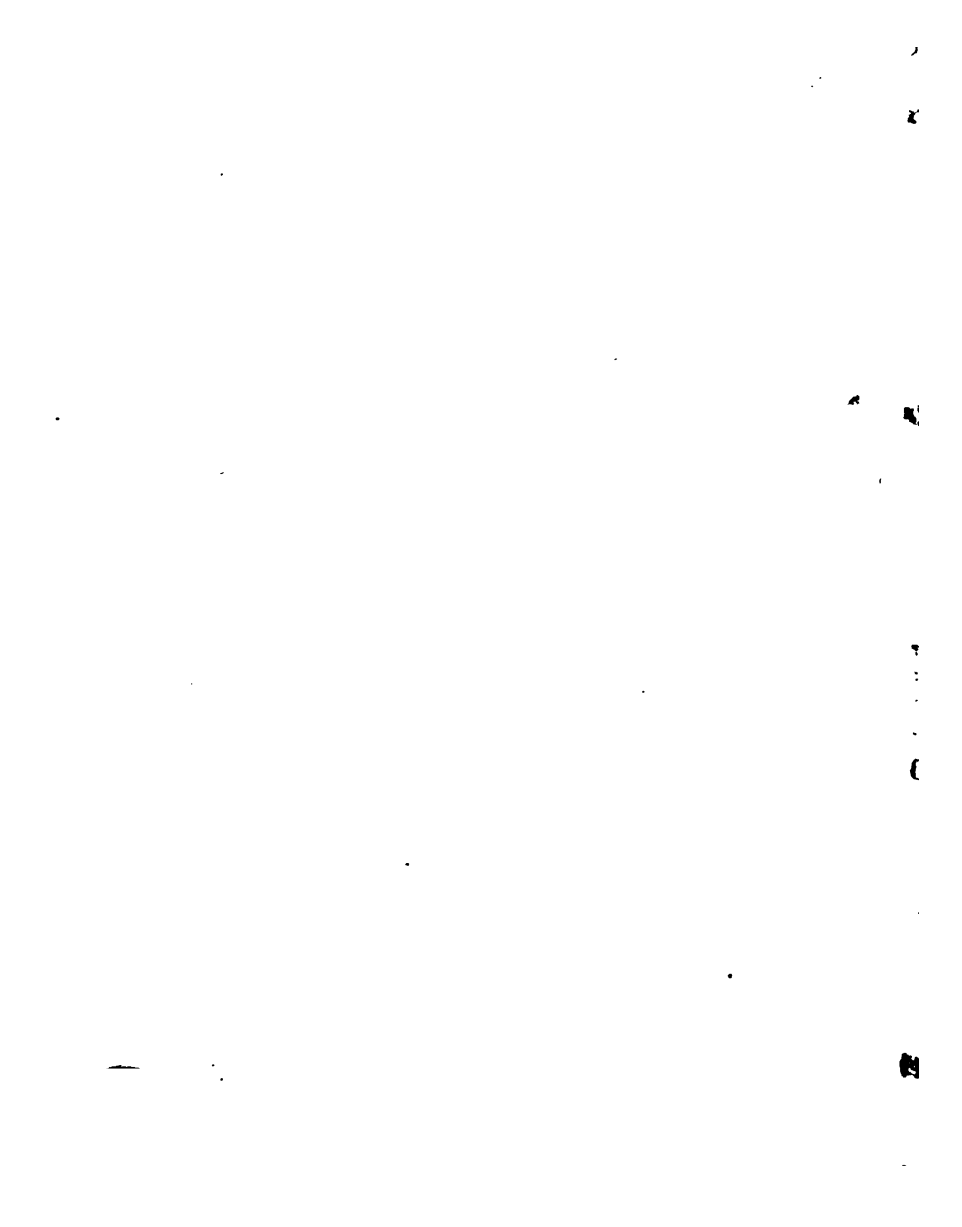
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*Cupples, Horace Greeley*  
*Marius Hansome*

# ARCADIAN HIGHWAY



A plan to grubstake the unemployed  
to build a grand boulevard from the  
Great Lakes to the Gulf of Mexico

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## BOOK 1

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By  
HORACE G. CUPPLES, C. E.  
St. Louis, Mo.

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*If a man say, I love God, and hateth his brother, he is a liar; for he that loveth not his brother whom he hath seen, how can he love God whom he hath not seen.*

*Whoever shades the truth to gain a friend  
sells his soul for a bauble.*

# Unemployment

**T**HE problem of the day is the unemployed problem. Everyone *is* suffering, *has* suffered, or fears that he *may* suffer, because of unemployment. Say nothing of the untold agony endured by those reared in idleness, who fear work and fear that they may be called on some day to do their share of the necessary work of the world.

The unemployed problem is no less than a nation-wide problem. No city, county, or state can solve it alone. Any analysis, solution, or step toward a solution must reckon with the extensive proportions of the problem.

The fact that people out of work flock to the most prosperous communities easily explains the phenomenon that the most prosperous cities may have the largest percentage of unemployed persons. This lone fact is sufficient to show the utter futility of any one city by its self trying to solve the unemployed problem.

One takes up a difficult task when he seeks reliable data as to the number of the unemployed today. The Director of the Census has given out no information since the year 1900.

However, the extent of unemployment and the rate of increase of unemployment is given in the 12th Census, 1900, and classified under five heads:

### **Casually Employed**

In agricultural pursuits, the per cent of unemployment in 1890 was 11.2%, which increased to 20.7% in 1900—from 1,020,205 to 2,144,689 persons.

In professional pursuits, the per cent of unemployment in 1890 was 15.1%, which increased to 26.3% in 1900—from 142,574 to 330,566 persons.

In domestic and personal service pursuits, the per cent of unemployment in 1890 was 18.9%, which increased to 21.8% in 1900—from 799,272 to 1,568,121 persons.

In trade and transportation pursuits, the per cent of unemployment in 1890 was 7.9%, which increased to 10.5% in 1900—from 262,871 to 500,185 persons.

In manufacturing and mechanical pursuits, the per cent of unemployment in 1890 was

22.9%, which increased to 27.2% in 1900—from 1,298,808 to 1,925,403 persons.

In "Gainful Occupations" as a whole, the percentage of the unemployed in 1890 was 15.1 per cent, which increased to 22.3 per cent in 1900—from 3,523,530 to 6,468,964 persons.

Between 1890 and 1900 there was an increase of unemployment in 128 out of 140 groups of males, and in 56 out of 63 groups of females.

Since 1900 the unemployed army has continued to mobilize, and with glowering mien this ever-increasing force threatens the overthrow of all present institutions.

They who have nothing—what have they to lose by the destruction of all property?

Careful estimates have been made in many cities. These estimates invariably show that the number of the unemployed ranges at about 10 per cent of the entire population. St. Louis has not been behind other cities in providing relief for the distressed within her gates. And yet the survey showed more than 75,000 unemployed in St. Louis on Christmas, 1914, or approximately 10 per cent of the entire population.

Assuming this ratio to obtain throughout the Nation, the number of the unemployed stands today at over nine million persons.

We have estimates from many sources that put the number of the unemployed all the way from six to ten million persons in December, 1914. So far, no reliable authority puts the number of the unemployed at less than six million persons.

We wish the number of the unemployed were less, however much our zeal for the cause of those who suffer may tempt us to make a strong case out of quoting large numbers so as to arouse the phlegmatic to co-operate in betterment work. But the truth alone is useful, as no sound conclusions can be drawn from false premises, and without sound conclusions no progress is possible.

### Why Is Unemployment?

Our industrial system has overloaded its stomach. The markets are glutted. The owners cannot digest and assimilate the rich stuff gathered in their maw. Dyspepsia, gout, and mental distress afflicts them. They plead that they may be left at ease to sleep off the effects of their gluttony while a certain brand of political soothsayers admonish us, "Better let well enough alone." Laissez-faire is their ipsi dixit. "Please go 'way and let us sleep" is their prayer. While Hunger

ravenously gnaws the vitals of the unemployed, causing them to be ill at ease. Disconsolate, they walk the day and prowl the night, with Misery their sole companion. Only those with keen scents ever get even a sniff of the trail over which light-footed Happiness has flown. All the dear things of life—home, family ties and loved ones—have passed out of their lives.

Abundance is now a malady. But under our plan of mutual industry it will be a melody. It will mean leisure time to 'fix up' in.

Every day some new and wonderful machine is invented with marvelously increased power of production, taking away the jobs of the previous employes. Every week some old-fashioned factory is abandoned and a new and mammoth plant is put into action, furnishing better facilities for specialization and more effective organization of the working force, and more products are turned out with a reduced number of workers. It is readily seen that this process reduces the purchasing power of the masses and piles up surplus—overproduction.

Invention and efficiency mean fewer men and greater output, and bring increased profits and decreased wages, and intensify the disease known

as overproduction. The wage worker being able to buy back such a small portion of the value created in industry, the supply becomes greater than the demand. Works are shut down. The employers begin to cut down in expense, still further decreasing the purchasing power of the masses. Stagnation, Panic and Hunger look us in the face in the midst of plenty.

The question of personality, morality, or immorality is not involved in the matter.

The unhappy condition comes because the system or method of carrying on industry is destructive and anarchistic instead of constructive and mutual.

We are not concerned in who is to be blamed.

We are concerned only in, how did this condition come about, and how can it be remedied?

To show the decrease of the workers' portion of the value created in industry, we will take the 13th Census figures in the manufacturing industry as a gauge.

In the year 1850 the annual pay of the wage worker in the manufacturing industry was \$247.00 and the value of his product was \$1,065.00. The workers' share was 23.4 per cent of the value of the products.

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Year	Wages	Value of Product	Worker's Share
1860	\$289	\$1,437	20.1%
1870	303	1,648	18.3%
1880	347	19,65	17.6%
1890	445	2,204	22.2%
1900	426	2,420	17.6%
1905	477	2,705	17.7%
1910	518	3,125	16.6%

While the worker's wage increased in sixty years from \$247 to \$518, the value of his product jumped from \$1,065 to \$3,125. His share of the product fell from 23.4 per cent to 16.6 per cent. As years go by, his power to buy grows less and less. Hence, overproduction followed by unemployment.

To get a better grasp of the unemployed situation, it is necessary to look into the occupational conditions; the number of people in the nation, how many of them work, what they produce and how the product is disposed of, how many involuntary idlers (the unemployed) and how they exist, how many voluntary idlers and what they are paid for doing nothing.

The 13th Census report shows the total population of the United States to be 92,000,000 persons, of whom 20,000,000 are under ten years of age.

Of the total population, 41.5 per cent—38,000,000 are engaged in "Gainful Occupations;" classified under five heads:

Agricultural pursuits.....	12,600,000 persons.
Professional service.....	1,800,000 persons.
Domestic and personal.....	5,400,000 persons.
Trade and transportation.....	7,600,000 persons.
Manufacturing and mechanical.....	10,800,000 persons.

Agriculture and manufacturing are the only commodity producing groups. Twenty-three and four-tenths million persons (15.8 per cent of whom are unemployed) have produced plenty and a surplus for all the 92,000,000 consumers.

Taking the number of the unemployed at 6,000,000, the total number of the unemployed is equal to 15.8 per cent of all those engaged in "Gainful Occupations."

## Overproduction

Professional service produces nothing for the market.

Domestic and personal service produces nothing to put on the market.

Trade and transportation produce no commodities for the market.

The two commodity-producing groups—Agriculture and Manufacturing—have overstocked the market. The warehouses and storehouses are full. The demand for commodities is not equal to the supply. If the unemployed go into shoemaking, who will buy the shoes? There are already too many shoes on the market. The same is true of other clothing. The same is true in regard to food products. There are even too many houses (such as they are). The unemployed are turned out in the streets because they can not pay rent.

Here is our problem:—Every occupational group has its quota of unemployed—every group is full handed and men to spare. The unemployed must be shifted into such useful and constructive work as puts no more commodities on the market. We need highways built and public parks improved. There are thousands of acres of arid land that needs watering and of swamp land that needs draining. Our cities are filled with insanitary and disease breeding tenements that should be wrecked and real houses built where sunshine and gardens of flowers and fruit may be enjoyed by all the people.

**Why should anyone be out of a job when there is so much that ought to be done and so many willing hands?**

**There is no overproduction of good highways, or parks, or gardens, or comfortable homes.**

### **The Foreign Market Fallacy**

**I wonder often what the Vintners buy  
One-half so precious as the stuff they sell.**

**We carry good wheat across the sea and sell it on credit to feed soldiers who are engaged in the destruction of the lives and property of their brothers. Are we getting stuff as valuable as the wheat we sell?**

**The fight for a foreign market for our surplus goods is one of the greatest war-provoking factors of modern times. Is the "glory of war" one-half so precious as the wheat we sell?**

**Unless we get something of greater value than the thing we sell, wherein does the foreign market benefit us?**

**Any measure that will create a home market is a practical peace-inviting measure.**

**Good sense demands that we consume our surplus at home in the development of our own**

country and thereby contribute toward solving our unemployed problem.

## Waste of Unemployment

Now comes the waste of unemployment and how to conserve that waste.

In the manufacturing establishments in the United States in 1910, employment was given to 6,615,040 wage workers. The value of the products of the manufacturing industry was \$20,672,052,000.

The amount paid in wages was.....	3,427,038,000—16.6%
The amount paid in salaries was...	938,575,000— 4.5%
The miscellaneous expense was...	1,945,686,000— 9.4%
The amount paid in profit was.....	2,217,962,000—10.7%

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The value added by the process of manufacturing was.....	8,529,261,000—41.3%
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The amount paid for material was.....	12,142,791,000—58.7%
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The value of product per annum per each wage worker was \$3,125.

Taking the value of product in highway improvement to be at the same ratio as to the men employed, as obtains in the manufacturing in-

dustry, the six million unemployed would build highways to the value of \$18,750,000,000 each year.

## Personal Waste

A jobless man is an idle engine of production exposed to the elements, rusting and disintegrating.

It is true that wages can be held down more easily when there is a large reserve army of the unemployed to draw from in case of a strike or a lock-out, yet, the employer loses more in inefficiency than he gains in lower wages. Poorly paid men are inefficient men because of their low standard of living.

Unemployment begets worthless men. Strong men are wanted. Did you ever see an ad reading—"Help wanted, Sick men preferred?"

The healthy man is developed best in a wholesome environment that hedges about a comfortable home. The man who has lost home ties soon loses all incentive. The wild, aimless life of the unemployed is developing a cult of jungle beasts who must some day be reckoned with. Who knows the hour when they will begin to express their culture and impress it on society by

force of arms. The destruction of all our institutions would lose them nothing.

When the unemployed are again put to work, it is some time before they can be rehabilitated, because idleness so deteriorates men. They soon lose all pride, integrity, and purpose in life.

If help is needed in mine, farm or factory, the man accustomed to steady employment is always preferred over the man who has drifted into the soup line and become anemic from nibbling on soup kitchen garbage, and who has lost the habit of honest effort.

But, why reason farther, when just a spark of common sense and fellow feeling should be enough to remind us that this terrible condition of poverty can not and must not go on.

The continuation of the present calamity of unemployment means that we are becoming a nation of weaklings, effete and degenerate, fit only for bringing forth drunks, coke fiends, and imbeciles, or else we are planting the seeds that will bring forth a disturbance that will make the French Revolution look like a Sunday School picnic, and what ought to be a land of peace and plenty will become a grave-yard. And the last hope of liberty will perish here with us.

It costs \$200 to raise a good four-year-old colt, but it takes twenty years to raise a man. As a rule a man eats as much as a horse (that is, good wholesome fodder for a man costs as much as horse fodder)—and a man wears clothes at that.

As it takes five times as long to get a man ready for the market as it takes to put a colt on the market, it is fairly assumed that it costs five times as much, or \$1,000.

I think no one would take a contract to start a farm to raise men for the market for less than \$1,000 a head.

During chattel slavery times, \$1,000 was not a high price for a slave.

In passing, it may be noted that there is a poor market for men just now. The kings who run the human slaughter house in Europe are paying as high as \$200 for horses. They are getting men for nothing—and as fast as they can kill them.

A man out of work becomes a complete wreck in less than five years, his yearly depreciation being \$200, or 20% of his total value. He not only depreciates, but eats his head off, so to speak. Besides his depreciation we must add the cost of his maintenance, or \$200 a year.

Adding the cost of maintaining him to his yearly depreciation, we have \$400 as the personal waste each year per head.

The total personal waste of the 6,000,000 unemployed is therefore equal to \$2,400,000,000 each year.

But we have not used these figures in our calculation on the waste of unemployment. We are mobilizing them to be held in reserve, in case we are pressed too hard on our main battle front.

The unemployed are shut down factories with a possible yearly output of \$18,750,000,000 worth of wealth. And the yearly depreciation of the plants equals \$2,400,000,000 additional.

Is it any wonder that the crowned heads of Europe found that it is cheaper to kill off their unemployed than to feed them and have them hanging around as a menace to the kings' honor and dignity?

Of course, there are cheaper methods of killing men than by war. Yet, war has its compensation. The kingly sport of murder en masse is such a delightful diversion for the noble crown princes. And the kings may argue with some justice, too, that it is even better to kill men in battle than to let them rot in the bread lines, filled with garbage and disease germs, as in "America."

**But, it is not all over yet. While the crowned heads have found it cheaper to knock-in-the-head the workingman, it will be no surprise when we hear that the workers have discovered that it is cheaper, from their point of view, to knock royalty in the head. Several times in history the mob has delighted itself by unceremoniously sending its rulers to heaven.**

**Had the people of Europe spent their energy in constructive industry instead of training soldiers for murder and destruction, Europe would today be a beautiful land of happiness and plenty.**

**Is America too stupid to take heed?**

## Grand Trunk Highway

To get a more concrete grasp of the enormous quantities involved in the unemployed problem, we will consider first, the building of an ordinary highway from the Great Lakes to the Gulf of Mexico, a distance of approximately 800 miles between the nearest points, with a right-of-way 400 feet wide, so that there will be room for decoration in the way of parking, all to cost in the neighborhood of \$25,000 per mile, at a total cost of \$20,000,000.

As the waste due to unemployment is more than \$18,750,000,000 each year, the six million unemployed are capable of building such a highway 937 times each year. They could build three such highways from the Great Lakes to the Gulf of Mexico each day.

But, suppose that we consider the building of a Grand Trunk Highway from the Great Lakes to the Gulf of Mexico, and make it beyond most men's dream of grandeur by fringing it with a park forty acres wide for the entire length, with model landscaping, and lodges, and dwellings

for the caretakers, all to cost \$125,000 per mile. We are quite astounded at the fact that the unemployed could build 187 such Grand Trunk Highways each year. They could build three a week and some to spare.

It would take a force of 6,400 men one year to build the ordinary highway.

It would require 32,000 men one year to complete the Grand Trunk Model Highway from the Great Lakes to the Gulf of Mexico.

The tremendous magnitude of the unemployed problem strikes us when we consider that thirty such highways placed end on end would be long enough to reach once around the world.

The unemployed could build each year a Grand Trunk Highway with  $\frac{1}{4}$  mile 40-acre wide park, long enough to reach six times around the world.

Talking of millions is like talking of fairyland to most of us. Millions seem so incomprehensible.

Two million men standing in close order, shoulder to shoulder, would form a solid line from the Great Lakes to the Gulf of Mexico. The six million unemployed, if formed in line, would make a triple line from the Lakes to the

Gulf. A triple line of misery. Why not a triple line of happiness?

Large as this undertaking is, it will give jobs to less than one per cent of the unemployed of the nation.

We have seen the dizzy heights of some tall figures. While figures never lie, yet, there are those who stoutly contend that liars sometimes figure. I am not so audacious as to denounce all liars generally, because, how should we who always tell the truth, get our due measure of distinction, unless there be liars to contrast our virtues with. Besides, it is a dangerous practice to condemn all liars, because one is ever in danger of getting in the range of his own missiles of condemnation.

Before returning to the subject, it may be well to pay our respects to the pessimists who dub every plan for uplift and betterment as visionary dreams. Nothing is practical in the minds of these croakers, but nightmares and misery.

The pessimist finds a real friend in the militarist who is bent on setting up more camps to train men in the arts of war, where innocent men are taught to hate, to kill, destroy the property, and break up the homes of other innocent men. Any plan to set up industrial training camps where

men are taught the arts of peace, mutual aid, and fraternity through constructive industry looks very impractical and dreamy according to this cult.

## Can We Afford It?

Can we afford to build such a highway? Or can we afford not to build it?

To put money in a highway under our plan is to make a profitable investment in itself. It will create new wealth by conserving the waste of unemployment.

It will establish work at industry which puts no more commodities on the market in competition with the present surplus.

It will give purchasing power to the workers and enable them to buy the surplus goods on hand.

It will make a market for tools, machinery and supplies.

The increase in the value of the parkway will be an important factor in adding to the profit-sharing dividend.

It will facilitate travel and bring people to the centers for social and commercial exchange.

In case of war, the proposed highway will afford an outlet to the Great Lakes and to the

open sea via the Gulf of Mexico, which will permit a million men to be mobilized in the short space of a week on either end of the road.

Experience in the present war goes to show that highways are far superior to railways for quick action in getting men to the front. It must be remembered that such a highway would not make the railways less efficient, but would supplement them. There are not less than one-half million autos in the near vicinity of the proposed road. This number is more than sufficient with two cars abreast going and coming to carry a million men to the front in one week.

At present the unemployed are a liability from every angle point you may view them. They are a liability to themselves as well as to society. Why not convert them into an asset, especially when it will be so gainful and no one will lose in the process.

## Cost and Value per Mile

160 acres of right-of way at \$46.62.....	\$ 7,459.20
Construction of improvement.....	57,860.00
Total cost per mile.....	<u>\$65,319.20</u>

Increase of right-of way value.....	\$8,540.80
Contractors' profit and waste under present system of road- building.....	<u>51,140.00</u>

Total profit sharing dividend.....	<u>\$59,680.80</u>
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Total value per mile.....	<u>\$125,000.00</u>
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It is proposed to carry out this improvement by private enterprise, so that when it is finished, it may be turned over to the Government at its value. The value to be based on what such work usually costs when done by contract or otherwise for the Government.

By utilizing the unemployed to build highways, we not only add the value of the highways to the wealth of the nation, but we at the same time stop the waste and destruction of the unemployed themselves.

## The Grubstake

There is a common custom that obtains in mining camps, known as "grubstaking."

The prospector, who is usually "broke," goes to a friend who has some wherewithal, and gets his friend to stake him with an outfit of supplies. The equipped prospector goes into the hills looking for a "strike." If lucky, the find is divided with his backer. The prospector takes one-half, and the partner furnishing the "grubstake" takes one-half. But if the prospector comes back empty-handed, they both have ventured and they both have lost. The risk was mutual, and the gain or loss was mutual. A "grubstake" is not charity. It is a mutual venture. The old prospector thinks well of his partner who staked him to win. The partner who furnished the grubstake is satisfied, win or lose, because he got action on his money.

Nothing uplifts a down-and-out man more than for someone to put faith in him and stake him to a chance to win.

Our plan of highway building is a "grubstake" proposition on a large scale. It is a plan to stake the unemployed to a chance to win. With this difference, however: in prospecting there is more than an even chance to lose,—nothing may be

**"struck":—in road building, the road will be there and it will be of value, and there is no chance to lose.**

**Instead of the politician and contractor, who are entirely unnecessary and a hindrance to honest work and good work and always wasteful, we will substitute direct management and take the money that usually goes to the contractor and his allies and divide it among those who do the work and those who furnish the "grubstake."**

**In tracing the lineage of contractors and politicians, not many of them are shown to have descended in a direct line from Caesar's wife—it being recorded that she was sterile. This circumstance may account for the fact that so few contractors and politicians live the "sans reproachful" Calpurnian life—above suspicion. It is not in their blood.**

**The present plan contemplates work outside of our good State of Missouri, where we are not so sure to find the contractors and politicians to be as honest as we know them to be in our own home state.**

### **Profit Sharing Dividend**

**Investigation of improvement work in many municipalities where the work has been carried**

on by contract, invariably shows that the wage workers' payroll very seldom exceeds 10 per cent of the cost of the improvement to the municipality.

That is, about 10 per cent of the total cost of public improvements goes to the wage workers who do the actual work of construction, and the other 90 per cent goes to \_\_\_\_\_.

While we have already seen that the wage workers in the manufacturing industry, as conducted by the capitalists, receive 16.6 per cent of the total value of the products, the capitalists being a better employer than the politician by 6.6 per cent.

The average profit in industry in 1910, according to the 13th Census Report, was 10.7 per cent.

Therefore, we do not feel too modest to state that the sum of the contractors' profit plus political waste, is at least 10 per cent of the cost of highways at present.

We do not look on the contractor and his allies as being indispensable adjuncts to road building. Hence, we plan to conserve, for the benefit of those who do the actual work of construction, the money that now goes to others.

And we feel on solid ground in saying that when we eliminate the contractor and his profits, that then we can raise the worker's share or wages, from 10 per cent as it now is, to 20 per cent of the cost of the improvement by our grub-stake and profit-sharing plan, and without increasing the cost of highways to the Government.

All property acquired during the construction of the highway is to be held by legally established trustees, for the benefit of those who furnish the grub-stake and those who do the work of construction.

Upon the completion of the work, the highway is to be turned over to the Government at a price based on the usual cost of such work.

After the bondholders have been paid dollar for dollar, the remainder shall go into a profit-sharing dividend fund.

The profit-sharing dividend fund shall then be apportioned to the bondholders and to the working men. Each \$10 bond taking a dividend equal to the dividend on each day's work.

For instance, "A" holds a \$10 bond, and "B" has performed one day's work, and the total profit-sharing dividend to be divided is \$2; then "A," the bondholder, takes \$1 profit-sharing dividend, and "B," the worker, takes a profit-sharing dividend of \$1.

## Route Feasibility

Owing to the completion of the Panama Canal, even those with modest discernment see that the great bulk of the over-sea traffic that has its origin and destination in the Great Mississippi Basin will in the near future find its way to the sea by way of the Gulf of Mexico, and thus avoid the heavy grades encountered in crossing the Allegheny and Rocky Mountains. The natural course of the traffic is sure to drift toward the line of least resistance—the level way along the Mississippi.

Is not the best location for a Model Grand Trunk Highway along the greatest traffic route of the Nation?

There is discussion of a plan to build a Lakes to Gulf Deep Waterway, at a cost of \$140,000,000. The cost of our Model Grand Trunk Highway will not exceed \$100,000,000. The length of the waterway is 1,600 miles, Our highway is one-half as long.

The waterway promoters clearly overlook the fact that the cheapest known method of carrying traffic, is over a level railroad. The total difference in elevation between the Gulf of Mexico and Lake Michigan is 581 feet. Less than one

foot to the mile. If the deep waterway is ever finished, it will be found to be the most expensive way to carry freight and passengers—and so slow. Besides, ice and floods will make a waterway inoperative three months of the year.

It should also be noted that the deep waterway promoters' scheme involves a plan to dam the streams, which damming will make it impossible ever to reclaim the more than 30,000 square miles of America's richest bottom lands. Casting away forever an empire of wealth, just to waste money trying to make a deep waterway that will be impractical and useless as a transportation means.

Damming the river will retard the flow, deposit more sediment and raise the river bed, which will raise the surface of the water and cause more overflow than ever. It would be better to lower the river bed and raise the bottom lands by storing the flood waters on them so that the sediment may be deposited and the clear water returned to the river as the flood subsides. Money on the Mississippi were better devoted exclusively to the prevention of flood ravages and to land reclamation.

The proposed route being in touch with different climatic conditions, its desirability is

thereby emphasized. People living along the line will be able to restore their bird instinct of migrating south in Winter, and then return to the fresh and cooling breezes of the Northern Lakes in Summer.

## **The Park by the Roadside**

The average value of farm land in the United States in 1910 was \$46.64 the acre.

The area of a strip of land one-fourth of a mile wide and one mile long is 160 acres. At \$50 the acre for land, our right-of-way will cost \$8,000 the mile. One thousand miles will cost \$8,000,000.

When we consider that more than \$40,000,000 was paid for the right-of-way of the Panama Canal, do you think \$8,000,000 is too much to spend on land for the greatest highway in all the world?

When we consider that \$35,000,000 has been appropriated to build a railroad away off in Alaska, do you think that \$8,000,000 is too much to put into a Great Trunk Highway through the heart of America?

When you consider that conservative Saint Louis almost carried a plan to spend \$10,000,000 for two miles of right-of-way for a central traffic-

way, do you think that a proposition to spend \$8,000,000 for land for a Great Arcadian Highway, one thousand miles long, would scare you into a fit?

When we consider that American tourists waste more than \$100,000,000 every year in visiting Europe, do you think that \$8,000,000 spent on land for a Grand Boulevard, 1,000 miles long, from the Great Lakes to the Gulf of Mexico, would look extravagant?

When we consider that Chicago alone built a \$50,000,000 sanitary canal, do you think that \$8,000,000 for land upon which to build the longest and straightest and widest highway in the world is too big a job for the Nation?

When we consider that one war ship costs more than \$10,000,000, and that a war ship is of no use in time of peace, and that our highway would make it possible to mobilize 1,000,000 men on the seacoast in less than one week, and that the power to mobilize men on land is of more than ten times the value of a war ship, and that our highway will be useful in time of peace: in view of all this, do you think our road proposition worth considering?

The total area in a strip of land one thousand miles long and one-quarter of a mile wide is

160,000 acres. Deducting a 330-foot strip to be especially devoted to trafficway, there yet remains 140,000 for tree culture, landscaping and gardening. As one acre under scientific culture will produce enough to support a family of five persons, the 140,000 will suffice to maintain 700,000 persons.

When we consider that the war lords of Europe are spending \$50,000,000 a day to kill 20,000 men a day, do you think \$8,000,000 would be too much to put into an enterprise that would help 700,000 people to live decently?

When we consider that we are wasting \$500,000,000 a year on our war department, with no adequate means of transporting men to the front in great numbers, and with the facts looking us in the face that an army that can not move can not fight, do you think that \$8,000,000 is too much to pay for an open way to the sea through the great fertile Mississippi Valley?

It is not proposed to take this 160 acres to the mile out of production and convert it into waste land. The very opposite is intended. The roadside lands are to be converted into more intensified production. It will be a place to demonstrate the value of tree crops. Fruit-bearing trees are not less beautiful than fruitless trees.

Many State and National experimental farms are located in out-of-the-way places, away from the main traveled roads, and the general public scarcely know of their existence, and take little interest in them.

The 40-acre strip will not be any too wide for model landscaping, horticulture and forestry. While giving a greater productive value to the land by growing fruit and nut-bearing trees, vines, and shrubs, it will not be forgotten that a little art displayed in arrangement will combine beauty and utility. And would it be a crime if some beautiful evergreens were placed so as to relieve the monotony of the dishabille limbs of the deciduous trees when exposed to the chill of Winter? Now and then a clump of lilacs, syringa, and even filberts, where the soil and climate suited. The magnolia and orange blossom in the South and the rose that grows everywhere.

The variety of climate and soil of such a right-of-way, or rather a parkway, will permit the assembling and displaying of all the beautiful and useful plants that grow in this land where our Fathers came to escape the tyranny and brutality of old world royalty.

A great University, where the student of nature may pursue his studies of nature by asso-

ciating with all the flora of the nation arranged along one line. Where he may mingle and make fellowship with the trees, shrubs and vines.

Think of it. A great parkway, one-fourth mile wide and one thousand miles long, with free camping places beside the brooks, under the trees by the side of the open road.

A Gypsy's dream of Paradise.

## Our Own Horn

We have looked to the lawyers to solve the unemployed problem. But they are too busy making codes and splitting hairs over trivial technicalities.

We have looked to the politicians for relief, and they have not even gotten far enough to appoint a Congressional smelling committee to investigate and "view with alarm."

Is it not about time now, to listen to the planners and builders? Those whose souls exalt in designing and doing? The men who water the deserts, drain the swamp lands, who sow and cultivate, and gather the fruit and grain that feeds the hungry world? The men who go down to the sea, build the great ships, and navigate the deep? The men who bridge the streams, tunnel

the mountains and rear the great cities where once was naught but wild waste? The men who harness the forces of the wind, the water, and the combustion of the elements to the wheels of industry? The men who have invaded the very precincts of the sky, conquered, made captive and enslaved the thunderbolts and hitched them to the mills of industry?

From among these men will come the spirit that will redeem America. Men who have risen above wanting the goods of others unless full equivalent in value is rendered therefor. The heart of the real builder is seldom set on grabbing the goods of others by cunning, keen bargaining, or otherwise.

God bless the men who are too proud to cheat!

The morbid Hamlets that bemoan their fate of being called to set an unjointed world aright have neither capacity, nor courage, for great deeds.

Doing is living; accomplishing is triumphing.

With joyful optimism, the real worker looks forward to the task of making a better world for ourselves and for those who come after us.

Builders are always optimists. They have faith in their plans. They have faith in themselves. They have faith in the future.

We look on waste places not as calamities, but rather as opportunities to express our art in reclaiming and triumphing over nature's waywardness.

In industry we see the possibility of a better life for ourselves and for all the people. There is room for all, and plenty for all. There should not be a hungry man within the border of this great country of ours.

## The Highway

What a joy is a beautiful highway to one who is out on a vacation trip! No road is pleasant to a man who tramps over it looking for a job, but would the same tramp be more happy wallowing through mud along an unattractive roadside?

This model highway will become an avenue of life for its entire length, shaded with lines of trees, with a centreway for an auto speedway and side roads for local traffic.

A truly Grand Trunk Model Highway. A wonderful spectacle. A thousand miles long and straight for hundred mile stretches. Over this smooth paved roadbed will flow such a river of life as will be seen nowhere else in the world. Green-arched, shade flecked, the open way speck-

led with moving human life. All fringed with model landscape gardens, orchards, and vine covered bungalows with happy children playing on the lawns. A popular promenade for the countryside folk as well as for tourists from everywhere. Just as a highway ought to be. A model highway for the nation. The more beautiful, the more valuable the skirting lands. People love the open road. They want to go. The roadways must be made the beauty ways, and free to all.

The ancient Romans ushered in civilization by building roads. Modern society will do well to improve on their teaching by building even better roads.

## Charity a Failure

We have had enough of charity and the humiliating social conditions that seem to make charity a necessity.

Charity promotes and glorifies beggary. It blights the nobler passions of the soul. There is hope for the man who says "Go to — with your charity. I want work worth doing and the right to enjoy the fruit of my work."

The man satisfied with charity dole is a hopeless mendicant. The money wasted on charity would suffice to grubstake all the unemployed and restore them to useful citizenship. Charity institutions are but mendicant factories.

Last winter I saw 4,000 men in one Saint Louis bread line. For two or three hours they stood exposed to the chill December winds watchfully waiting their turn to get a piece of dry bread and a bowl of thin soup. The line was four blocks long, and led to the soup kitchen passing by the City Morgue. Was this route laid out with patient forethought with an eye to thrift? Was it planned that a look into the Morgue on

the way to dine would assuage the appetite of the hungry, and thereby make a saving in soup? If a fellow wanted two bowls of soup he had to do the line twice.

I surveyed the line and found the men to be good, honest-looking fellows, mostly with great calloused hands. They had come from the fields, mines, forests, and factories where they had labored. And here they were homeless, hungry and poorly clad, waiting by the Morgue for soup. Had they brothers and sisters, wives and children? A mother's heart would break at the sight.

A few, it is true, had passed the stage of honest effort; but the total number of degenerates did not exceed five per cent of the whole. It was not a disorderly mob. They were all sober. I heard no profanity or vulgarity. They were just hungry men. They had gathered the harvest. The warehouses were full; but these men had no key. There was no famine in the land. Crops were bountiful.

The City Welfare Department was denounced for extravagance, because it had provided sleeping quarters in the cellar of the old Four Courts building, where double-decked cots were installed with wire netting to sleep on without any bed clothing. One hobo, looking over his pal

the morning after, remarked that he looked like a hot cross bun. The wires that he had slept on had made such deep grooves in his flesh.

The Wise Men of the city, ever mindful of their responsibility to protect us from danger, continually cautioned those responsible for the lodging house and soup kitchen to "Beware, lest such extravagant and lavish entertainment will make of Saint Louis a rendezvous for undesirables."

The Wise Men are so wonderful.

Across the street from the soup kitchen stands the City Hall, palatial and more grand in architectural splendor than any ancient robber baron's castle, with its beautiful arched marble corridors and sacred dome and spires pointing into the very heavens, sumptuously furnished and occupied by sleek and well-paid city officials.

There is a big "WELCOME" sign over the entrance to the City Hall. Perhaps that means that you are welcome to come in and pay your taxes.

The city officials filed out of their castle shortly after five o'clock, and went to their homes and places of amusement.

Many times the unemployed have "marched on" the City Hall, where tearful tongued orators

have unmasked the miseries of their followers and boasted of the wonderful effectiveness of "petitions with boots on." This queer form of buffoonery having survived since Ancient Rome, where the "rabble" were played as pawns to get places in the sun for ambitious demagogues.

How unreasonable to expect the politician to give up some of his tax money to the unemployed who have no votes, when he has such a hard time to get enough of tax money for himself and to oil his machine.

Whenever cities reorganize and begin to operate on a basis of social service, it will then be time to consider cities as efficient agencies for carrying on constructive work.

But so long as cities are run to "govern," the City Halls will remain a fit nest for stratagems, treason, and spoils.

On one hand is seen the idle well-to-do lolling on couches of ease with self-satisfied abandon, exclaiming "I have plenty. I am good. I am happy. Ish ga bibble." And they fall to sleep and dream pleasant dreams.

On the other hand is seen the thousands of unemployed, shivering in the bread lines. Ill fed, they suffer for shelter, and they suffer for cloth-

ing. Hunger, the gaunt specter, hounds them all day and terrorizes their dreams by night.

The despair of the unemployed has strewn the nation with human wreckage. Aimless and purposeless they drift about on the sea of uncertain life with no compass to point the way and no rudder to steer a course, even if they knew whence they were bound.

The misery of the bread line cries out in the street.

Have we the heart of Cain to ask, "Am I my brother's keeper?"

Not charity, but honest industry, is the cure for unemployment—industry where useful and beautiful things are fashioned for the good of the workers.

Money put into highways under our plan will grow. And it can be used over and over again. Money put into charity goes like water into a rat hole. It disappears, and the hole seems never to fill. What has Saint Louis for the two million dollars spent for charity last year, except an increased number of beggars?

The wretched who accept charity are as pitiful as the degenerates who live by princes' favors. So often charity is but a conscience salve for un-

scrupulous business practices—liberality with stolen goods. Whoever touches it is defiled.

Those already debauched by charity must be redeemed by honest industry.

May the splendid humane passion that so readily responds to the call of those who suffer, move us to carry through plans that will remove the cause of that suffering.

It is well to heal the wounds of the afflicted.

It is still better to prevent the cause of affliction.

God, give us men too proud to beg!

### **What's the Matter with Politics?**

On every hand we hear the plaint "Why doesn't the Mayor do something for the unemployed?" "Why doesn't the Governor do something?" "Why doesn't the President do something?"

The Mayor is put in office and kept there by the business interests of the City.

The Governor is put in office and kept there by the business interests of the State.

The President is put in office and kept there by the business interests of the Nation.

Whoever holds and controls the giving or taking away of office has the real power, instead of he that holds but the empty title.

Neither the Mayor, nor the Governor, nor the President can move without consulting and getting orders from those who hold them in the hollow of their hands.

But since the business men pay the taxes, why should money for the relief of the unemployed go the round-about-way of politics, instead of directly to stake the unemployed on construction work?

Why should we ask that money for the unemployed be turned over to the politicians or to charity institutions, when we are so certain that only an insignificant per cent of such funds ever reach the distressed?

When money goes through the hands of politicians or through charity institutions, experience teaches that the politician always takes *his* first, and by the reports of the daily papers of charity doings, the professional charity dispenser takes *his* not only first, but first, last, and all the time—at least it is so set down in Saint Louis.

Besides, the politician is a third party to road building. He furnishes neither the money, nor the engineering skill, nor does he ever do any of the necessary work of road building. And his friend, the contractor, has destructive rather than constructive interests in the job. He is always

bent on slighting the work. He usually wants to cheat the State. And he is an artist at robbing and degrading the men who do the work.

## Shorter Workday

To reduce the hours of labor so that the jobs may be divided up among the people, has been suggested as a cure for unemployment.

Taking the number of the unemployed at 6,000,000 persons, and those capable of "gainful occupation" at 38,167,336, the percentage of unemployment is 15.8 per cent.

Suppose the present workday to be  $9\frac{1}{2}$  hours on an average; if the workday were reduced to 8 hours, then the jobs would go round, and everyone would have a job.

How could this be accomplished? There seems to be two equally impractical plans offered to bring this about; first by asking the owners of the industries to please be so kind, for the good of suffering humanity, to shorten the workday. Well, if anyone has faith in this plan, he should try it.

The second plan is for the whole working class to call a general strike, and force the issue.

With the hungry horde of 6,000,000 unemployed ready to take the vacated jobs and turn the present employes out to starve, where is the hope from this source?

The reduction of hours amounts to nothing unless it is general all around. The unemployed already have their work hours reduced to nothing.

## **Watchful Waiting as a Relief Measure**

The alert boatman puts his little craft ashore on the crest of the wave and laughs at the wild roaring sea.

The dilatory watchful waiter drifts ashore in the hollow of the sea and is swamped by the undertow—to him the sea is a thing of terror. He does not overcome. The sea overcomes him.

Cowards and Incapables may watch and watch and wait and wait, while Fearlessness and Capability will dare and dare and accomplish.

Whoever fears to act is not clear in understanding, and thereby acknowledges his incapacity; while he who fears neither failure nor even death, has the prime requisite to carry undertakings to a successful consummation.

## **Unemployment Not a Necessity to Capitalism**

It is a mistaken notion that unemployment is irremediable and a necessary adjunct to the capitalist mode of production. The shifting of the unemployed into such enterprises as highway construction, land development, and general improvement works, will not only give work directly to the unemployed; but it will also absorb the products of the mines, farms, and factories, and thereby increase the demand for labor in all industries.

### **The "Saving" Remedy**

No one, save a professor of an endowed chair in a college founded to trace the genealogy of hookworms, would consider for a moment the "saving" remedy as applicable to a condition of stagnation due to overproduction.

Of course, if we were afflicted with a famine—scarcity of commodities—the "saving" remedy would command our attention.

A grave and deliberate professor has proclaimed with great eclat his discovery that the workers are too extravagant and that they live too high. Why, one of these wise thought-sprout-

ers went so far as to prove by an experiment that a man could live on 21 cents a day.

Twenty-one cents a day is equal to \$76.65 a year. At this rate our 100,000,000 people would consume only \$7,665,000,000 of wealth each year. The present yearly production, at consumers' prices, is somewhere near \$50,000,000,000 (fifty billions).

If the people were to economize and live on 21 cents a day, more than 80 per cent of our industries would be compelled to close down, and more than twenty million more men would be forced to join the army of distress—the unemployed army.

Well, if the endowed professors are nothing else, they are at least a curiosity, and that is something, because the American people love to have their fancy tickled by old curios.

And we have always wondered why these great professors always wear Mother Hubbard gowns on great occasions.

## Land of Plenty

Stranger than fiction is the truth that abundance of wealth brings to the workers who produce that wealth the greatest measure of poverty.

Six million people starve because there is too much food. They go in rags because there is too much clothing.

They have no shelter because there are too many houses. We have a panic, not because there is a scarcity of anything to supply our wants.

We have a panic, and people go hungry, cold and homeless, because we have too much of everything.

Surely, we seem to lack nothing—unless it be plain common sense.

### **A Job as a First Aid Remedy**

A man at the north pole can move in but one direction—southward.

The man out of a job has but one way to go—jobward.

The first practical step toward solving the unemployed problem is to provide work for the unemployed under the best possible conditions obtainable.

It is true that the working man has no touring car to run on such a grand highway, but does he stand any better show to ride or own a car when there are no roads?

It is not claimed that the building of such a

highway will cure all the ills of society. It is not a cure-all plan. But it will give work to thousands of men. It is one step in the right direction.

The real test of any plan is, will such a plan carried through, bring more happiness or more misery to those concerned.

Will it make life harder for those who are already so unhappy because of poverty and unemployment?

## Prohibition and Unemployment

The inevitable onward sweep of the Temperance Forces will surely put the Nation dry in the near future. When this occurs the army of the unemployed will receive in one bunch as recruits all those engaged directly and indirectly in the liquor industry. There are somewhere near 400,000 persons engaged directly in the liquor industry. To this number will be added police, detectives, criminal court officers, lawyers and other hangers-on, numbering in all about 100,000. There are approximately 100,000 more engaged in building saloons, breweries, distilleries and dwelling houses for the employes of the liquor industry, making in all not less than 600,000 persons.

While the capital engaged in the liquor traffic

will seek investment in other industries, yet, it will have to face the problem of an already glutted market. Therefore, if the capital from the liquor industry is to employ its present force in other industries, it must go into such enterprises as create no commodities to compete in the market.

While those who now spend their substance for liquor, will, under prohibition, buy more necessities of life, and thereby loosen up the market to that extent, nevertheless, it must not be forgotten that the out-of-work liquor employees will not be able to live up to their accustomed high standard. Therefore, it cannot be well maintained that there will be an increase in consumption unless the liquor employees are thrown into improvement work, such as road building and land reclamation.

It is well to be forehanded. A great mass of men cannot be immediately employed to advantage. It takes time to prepare plans. The prohibitionists should recognize the full responsibility in handling the effect of what they propose, by assisting in the preparation of employment for those who are to lose their jobs owing to prohibition.

The prohibitionists will make a better showing by encouraging efforts towards solving the unemployed problem.

And this is not saying that those now employed in the liquor industry should oppose measures intended for their own future well being.

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If you knew of a plan to get jobs for the unemployed, would you favor it?

If you knew of a plan to abolish poverty, would you favor that?

Have you a plan for the relief of the unemployed?

## **The Changing Order**

It may be well to remember that there is no inconsiderable number of men who favor the overthrow of the capitalist system.

A million men voted last election for the peaceful overthrow of capitalism and the establishment of the collective ownership of all social means of production and distribution.

There are more than a million (direct action revolutionists) who contend for the overthrow of capitalism, and from the flavor of their utterances one may safely say that they "don't give a tink-

ers—" if they do make a rough house in putting over their program.

And then there are the four million disturbers who apply "short and ugly" words to all who oppose them. They are sure that something ails us; but their remedy is as ridiculous as their diagnosis. Nevertheless, they are disturbers of the present order.

It is very plain that when the disturbing element of America is added together it far exceeds in number the 'laissez faire' crowd. This spirit of unrest and discontent clearly indicates that a great change is due in our industrial affairs. To deny it, is to show lack of comprehension.

Whoever contributes toward bringing about this great change in a peaceful way holds a promise in the sky.

For is it not written in a book? "Blessed are the peace makers."

### **Power and Responsibility of the Business Men**

The problem of providing work for the unemployed is strictly an industrial problem. It can not be solved outside of industry.

The men engaged in industry are the only

men who have the means, the ability, the skill, and the necessary experience to take up the unemployed problem and solve it.

The workingman without capital can not move unless he first overthrows the present order and sets up in its stead collective, or democratic, industry.

The power to initiate new industries lies in the hands of those who hold the capital necessary to grubstake the job.

So long as the capitalist system lasts, the business men of the country will control the industries of the country, and, therefore, they alone have power to move in the matter of giving work and opportunity to the unemployed.

*It is the business man's move.*

It must be kept in mind that those who have power are also charged with responsibility.

Holding those in power to strict accountability is not usually considered a policy of unwisdom.

The leaders of the French Revolution sought to dethrone the king and save the man; but they were overruled by the mob which, in its wild fury, made a more thoroughgoing job of it by beheading the king and many thousand aristocrats. The mob sensed that a safe aristocrat is a dead

aristocrat. And thus the common herd first put into execution the idea of "safety first," which idea has become the most popular slogan with us here to this day.

### **Why Business Men Favor Our Grubstaking Plan**

If all the factories of America were shut down, the yearly loss would be less than the yearly waste of unemployment.

The census shows that the 6,615,040 wage workers engaged in the manufacturing industries of the United States in 1910 turned out commodities to the value of \$20,672,052,000 in one year.

The statement of the Bureau of Labor Statistics of October 28th, 1915, shows that there were more than 7,000,000 unemployed in the United States during the months of June and July, 1915.

The number of men out of work is greater than the number of wage workers employed in all the manufacturing industries.

Now, will any man look these facts in the face and deny the statement,—that the unemployed problem is the greatest problem before the American people today? Unless he at the same time

admits that his eye has the downward slant and that he is first cousin to the man with the hoe?

The problem of providing work for the unemployed is strictly a business man's problem. No one else has a more vital interest in it. No one else has the means to make a success of such a man-sized undertaking.

Is any more evidence needed to show that work must be established that will create new jobs, and that no good purpose is served by setting up expensive bureaus to dispense jobs when there are no jobs to dispense?

What's the sense of calling on business men to increase their working forces beyond their needs, to make surplus goods that get shelf worn and obsolete, in order to give work to the unemployed?

It is admitted that our plan to grubstake the unemployed will stimulate all business by the increased demand for supplies, tools, and machinery. It is not proposed to take those already engaged in established industry. The purpose being to create a constructive force out of the men who are going to waste and destruction through idleness.

It costs almost as much to feed an idle man as it costs to feed a man at work. Idle men are

more prone to commit crime than busy men. And it costs twice as much (seldom less than \$1,000 a year) to care for a criminal as it costs to stake a free man on a job.

If it be sound policy to loan money to stake the European war lords to carry on murder and destruction, would it be less sound policy to grubstake the unemployed to peacefully develop our own country?

A thousand business men along the proposed highway have been interviewed. *And without one single exception, everyone agreed that such a highway should be built and that the unemployed should have work.* More than 90 per cent of the men interviewed favored our grubstake plan to handle the unemployed problem, and offered to assist to put the plan into execution.

The splendid way in which our grubstake plan has been received by both business men and working men, foretells the early realization of the ultimate success of this great undertaking.

The city that holds the clear-visioned business men who take a hand in solving this great unemployed problem, that city is destined to be the most foremost city of all America.

# **The Bishop of Michigan Says:**

## **THE DIOCESE OF MICHIGAN**

Office of the Bishop  
St. Paul's Cathedral  
Woodward, cor. Hancock  
Detroit

Rt. Rev. Charles D. Williams, D. D.  
Bishop

Mrs. Lillian Stuart,  
Detroit, Michigan.

Dear Madam:

I beg herewith (under separate cover) to return clippings and document you left at my office. The plan of building a national highway from the Lakes to the Gulf is an admirable one. The scheme outlined for the construction of such an highway seems to me possible and practical. The relief thus afforded to a limited number of unemployed is most desirable; the more we can put our unemployed to work on general public improvements the better.

\* \* \* \* \*

Yours sincerely,

September 30, 1915.

CHAS. D. WILLIAMS.

## **A Business Man of Indiana Says:**

Office of Carl G. Fisher,  
Indianapolis, Indiana.

Mrs. Lillian Stuart,  
Care of Statler Hotel,  
Detroit, Michigan.

My Dear Madam:

I have yours of September the 11th and have read with a great deal of interest the plan you have for building a trunk line between Detroit and the Gulf. If enough steam and finance can be put behind this road to complete it, it would unquestionably be a wonderful thing, especially for the South.

Unquestionably the unemployed should have work and the Nation should have highways, and if you and your associates are able to connect the two necessities, it will be a great achievement.

I will be glad to help you all that I can and when you come to Indianapolis, I will be glad to see you.

Yours very truly,

C. G. FISHER.

September 24, 1915.

## **POST-DISPATCH EDITORIAL**

December 5th, 1915

## **Grubstaking a Dream**

A dreamer like H. G. Wells might have invented the dream of Mr. H. G. Cupples which

Mrs. Lillian Stuart is—propagandizing, shall we say?—in St. Louis.

Think of setting all of the unemployed to work at wages? How? There is to be a beautiful parked boulevard running all the way from Detroit to New Orleans—through St. Louis, we hope—and the philanthropic public will grubstake laborers at a dollar a day to construct it. (A well-to-do Detroitter has actually agreed to grubstake 100 men indefinitely—which means \$36,500 a year subscribed by way of a starter. An Indianapolis man has similarly guaranteed \$10,000.)

The boulevard will be 100 feet wide bordered by 600 feet of park on either hand—the whole way. Park to be used as Government agricultural experiment grounds. There will be object lessons, for instance, in tree crops. If cotton can be raised on trees in South America, and nut-bearing trees grafted on oaks be made to yield nuts, it is worth while for us to have a demonstrating ground where the laborer of the future can do his work looking up to the inspiring heavens, rather than down like the Man With the Hoe. Model farms, camps, picnic grounds, flora, from apple to orange blossoms, and every useful and beautiful thing indigenous to the varying soils and climes will be intensively perfected

along the way. And, beautiful to contemplate, it will be a hobo-less and bum-less highway. No Coxie's armies shall tramp, tramp, tramp along it by day or sleep in the parks by night, for the boys will all be working and not marching.

The Post-Dispatch once built a lake with means which grubstakers provided. We view very sympathetically this larger Utopian plan. Visionary people who scheme for sheer love of their suffering brethren are worth while encouraging, no matter what they attempt. If Col. Mulberry Sellers were a genuine altruist at heart we would give three cheers for him. Trying to help others does at least help those who do the trying. Here are the inspiring words of an enthusiastic promoter of the dream:

It is estimated that this strip of land, 1300 feet wide, will cost in the neighborhood of \$8,000,000 or \$10,000,000, of which the initial survey will cost \$200,000. For the actual work of surveying and constructing the road the public is asked to grubstake laborers. When completed, it is planned to sell the highway to the Government and then both capitalists and laborer will reap his reward. Middlemen and politicians are thus dispensed with, and the men who actually contribute toward the building of the road, either with money or work, are the ones to profit by it. In the meantime, hundreds of thousands of men will have been given employment.

As the large cities through which the highway will

pass will be the greatest beneficiaries, it is planned to select a trustee and form a committee in each of these cities to raise the money. These men will work without salaries. They will do their part for the glory thereby brought to their communities, but every man who puts up a dollar as a grubstake will receive in return a first mortgage bond.

There's something that will hurt no man to think about and talk about whether he buys a bond or not. We will esteem it a privilege to put up our initial dollar grubstake to the scheme's first bona fide collector who can produce his or her credentials. For, in addition to sympathy, there is logic, even common sense, behind any broad concerted scheme to provide useful work for unemployed men. In 1910 there were six million such in the United States. (Just now it is estimated that 15 per cent of the world's forces of agriculture and manufacturing are out of those occupations—in idleness or war.) In the United States industries are looking up at present, but unemployment is always on a vast scale. It is universally conceded that unemployment is the most powerful force to disintegrate character. It makes beggars, criminals, suicides and insane. To take care of its results, in asylums, poor houses and penitentiaries costs taxpayers millions upon millions a year. When the Cupples

dream was recently put before Mr. Wilson, Secretary of Labor, in Washington, he remarked, so 'tis said: "This is not only a plan to build roads, but to build character."

THE DETROIT FREE PRESS

July 9, 1915.

**Conservation Expert Here to Promote  
Good Roads and End Starving  
"Bread Lines"**

Mrs. Lillian Stuart is in Detroit.

The Missouri woman is giving her best efforts to a project that contemplates a double-track motor highway—with a serviceable wagon road in the center and a cunning little foot path on the side—from the Great Lakes to the Gulf of Mexico. Flowers and shrubs, specifications promise, would line the road, and an occasional fountain would greet weary, dusty-throated motorists on tour and countrymen bringing eggs to market.

Many who know how well and advantageously to all concerned the "grub staking" plan has operated in the various mining districts of the world possibly will agree with Mrs. Stuart that she and her associates will meet with no insurmountable obstacles in recruiting an army of workers from the 6,440,000 unemployed men in the United States.

And that is the plan—as Mrs. Stuart lucidly explains it—just a mere matter of supplying the workers with food and clothing while they are constructing the grand

trunk highway. Then, when the proposed road is a reality, the men cash vouchers, entitling them to "going wages" for the time they have labored and the business men who have financed the enterprise will get their money back.

During the time the work would be in progress, bread lines would be practically "erased."

### WOMAN'S NATIONAL WEEKLY

University City, Missouri, September 4, 1915.

## Woman Who Is Working for a National Highway From the Great Lakes to Gulf of Mexico

The building of a national highway or boulevard from the Great Lakes to the Gulf of Mexico for the purpose of stimulating commerce and providing employment for hundreds of thousands of the unemployed is being agitated by Mrs. Lillian Stuart.

Mrs. Stuart has been in Detroit for several weeks and succeeded in interesting a great number of prominent business men and capitalists in her plan.

Gov. Ferris of Michigan has been invited to attend a meeting of capitalists at the Detroit Board of Trade, at which time definite working plans are to be formulated.

"Many who have never been interested before in civic improvements," said Mrs. Stuart, "are offering their aid for the boulevard, and practically every motor car company has favored the plan."

"Such a highway would create a greater demand for motor cars. All along the route trees would be

planted and mostly all would bear fruit. It would also create a back-to-the-land movement larger than the country has known."

### THE INDIANAPOLIS STAR

November 2, 1915.

### Woman Advocating New Highway Plan

**Mrs. Lillian Stuart of St. Louis Here to Speak in Interest of Proposed Lakes-to-Gulf Boulevard.**

Mrs. Lillian Stuart, a school teacher of St. Louis, who has been in Indianapolis the last few days making a series of addresses, is one of the many who has had a vision of help for the honest man out of work. Mrs. Stuart has originated a plan whereby her vision may become an actuality. She is advocating a grand trunk highway or boulevard which will reach from the Great Lakes to the Gulf of Mexico and which will go through Indianapolis, the construction of the road to be in the hands of the unemployed of this and other States.

Mrs. Stuart spoke for a few minutes at the closing meeting of the State Federation of Clubs in Indianapolis last week and received so much support in the work which she is undertaking that her plan will be outlined at a meeting of the business men of the city at the Chamber of Commerce building next week.

Mrs. Stuart has made many talks in St. Louis and Detroit, and, while in Indianapolis, spoke at the home of Mrs. Ida Gray Scott, Thirty-eighth street and College avenue.

**CLEVELAND PLAIN DEALER****October 6, 1915.****Pleads Cause of Arcadian Highway****St. Louis School Teacher Wants Broad, Flower-Lined Road From Lakes to Gulf.****Wants Capitalists to Grubstake Jobless  
Who Shall Build It.**

"Mothering," as she calls it, a movement to give jobs to down-and-outers, Mrs. Lillian Stuart, St. Louis school teacher, arrived in Cleveland last night on a mission to obtain support for building an arcadianlike highway between Detroit, St. Louis and New Orleans.

As described by Mrs. Stuart, the highway, extending more than 1,000 miles from the Great Lakes to the Gulf of Mexico, would be a quarter of a mile wide and lined on each side by fruit trees and flowers.

A 600-foot parkway would grace each side and behind the parkway would be agricultural experiment stations maintained by the state and federal government. There would also be camping spots for tenement dwellers vacationing.

Today Miss Stuart plans to call on Cleveland business men who, she hopes, will pledge themselves to "grub stake" men out of work, who are to build the highway. One Detroit manufacturer a few days ago promised, according to Miss Stuart, to grubstake 100 men indefinitely at \$1 a day.

**DETROIT JOURNAL**

September 9, 1915.

**Adopt Lakes to Gulf Road Plan****Society Leaders Believe Work Will  
Be a Boon to Unemployed.**

The plan for helping labor by building a grand boulevard connecting the Great Lakes with the Gulf of Mexico which has been submitted to Detroit people by Mrs. Lillian Stuart, St. Louis, Mo., society worker, was unanimously adopted at a meeting held at the Board of Commerce building on Wednesday afternoon.

A working committee was selected before the meeting adjourned, and this committee was instructed to meet daily to form plans for the campaign to raise \$50,000 in Detroit. This amount will be used in making the survey and carrying out other details on this end of the proposed boulevard. Another meeting of all interested parties is to be held sometime the first of next week.

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**"NO LAZY MEN."**

"I do not believe there are any lazy men," says James V. Cunningham, labor commissioner. "I am in favor of the proposition, believing the movement to aid the unemployed a step in the right direction."

"It is a splendid and unique plan," says Mrs. Emma Von Wagner, 16 Chase street. "The people should act. I have long waited for constructive employment to supplant charity. When charity is extended for a brief time, the men drift back into old ruts."

An incident that reveals how the plan is meeting with the approval of the working people came when Fred Rheo, a laborer, entered the lobby of the building and asked to see Mrs. Stuart. "I want to thank you in behalf of the poor working people for the many kind things you have said and for the wonderful plan that has been formulated to bring about some happiness for the unfortunates," said Rheo.

"My father was a bridge builder and many are the times that I have pointed with pride to the big bridges which he built. If the people build this proposed boulevard they, too, can point with pride to the efforts of their labor. They could live along the route and be happy," was the expression of Mrs. P. N. Hogan, of Vicksburg, Miss., who told how the people of the South were in favor of the plan.

### WHY BRING UP CHILDREN.

"What is the use of buying ice and milk to save the babies if when they grow up to manhood and womanhood they are left to die of starvation in the parks " asked Mrs. Staurt in her brief address. "It is but a waste of money to be continually taking care of the unfortunates. They should be surrounded with pleasant things and made to learn that they can care for themselves."

"The proposed plan would be the means of helping us all to get together on an even basis and we would learn to know each other better," was the thought from Mrs. George Johnston, who spoke for a few minutes.

"We should look for more than the present, but look to the future when we aim to do something for the

unfortunates. To give them temporary assistance is useless."

A letter from Governor Ferris, in which he stated that the plan met with his approval and that he was in favor of any movement that would bring better roads, was read. He expressed his sorrow that he would be unable to attend, but pledged his support to the plans.

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"The organization will be incorporated as an institution and not as a stock company and funds will be raised by popular subscription. Trustees will be selected to hold the right-of-way in trust until the highway is completed and turned over to the government.

#### WOULD AID AUTO TRADE.

"Such a highway would create a greater demand for motor cars. All along the route trees would be planted, and mostly all would bear fruit. It would also create a back-to-the-land movement larger than the country has known."

## Addendum

The funny thing about statistics is not particularly in the rows of dry figures; but it is funny to see how people shy at them. And the woman who "just dotes" on statistics is yet to be born.

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Bulletin No. 172, issued by the U. S. Bureau of Labor Statistics, April, 1915:

### UNEMPLOYMENT IN NEW YORK CITY

The Metropolitan Life Insurance Company, in order to secure information regarding employment, made a census of families in which industrial policies were held in that company in Greater New York. The investigation was made by the agents of the company who were furnished with inquiry blanks and who secured the facts of unemployment from each family visited. The following is a summary of that canvass:

Total number of families.....	155,960
Number of families with unemployment.....	37,064
Total number of wage earners in family.....	252,912
Number of unemployed wage earners.....	45,421
Percent of wage earners unemployed.....	18

The Occupational Volume, 13th Census, 1910, shows the number of persons in gainful occupation to be as follows:

Year	Persons
1910.....	38,167,336
1900.....	29,073,233
1890.....	23,318,183
1880.....	17,392,099

The rate of increase during the three decades mentioned in the above table was as follows:

1880 to 1890.....	31%
1890 to 1900.....	25%
1900 to 1910.....	34%

The average increase for the three decades was 30%.

This indicates that there were approximately 44,000,000 persons in gainful occupation in 1915.

Assuming that the rate of unemployment was the same throughout the nation as obtained among the wage workers of New York City, the number of the unemployed would be 18 per cent of 44,000,000, or 7,920,000 persons.

In the face of this, our estimate of 6,000,000, as the number of the unemployed, seems quite modest and conservative.

The following report of the Bureau of Labor Statistics is given in full verbatim:

**U. S. Department of Labor  
BUREAU OF LABOR STATISTICS  
Washington**

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**Unemployment in Fifteen Cities of the United States.**

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The Bureau of Labor Statistics of the United States Department of Labor is making a series of investigations into unemployment. The second study of this series, which was undertaken for the Bureau by the Metropolitan Life Insurance Company, includes 15 cities outside Greater New York and the Metropolitan district of Northern New Jersey, which territory was covered in the first study of unemployment published in Bulletin 172.

The results of the study of unemployment made by the Metropolitan Life Insurance Company in New York tallied very closely with the results obtained from an independent study made by the Bureau of Labor Statistics. Because the information on unemployment collected by the Metropolitan Life Insurance Company for New York was believed to be accurate and representative, this Company was employed by the Commissioner of Labor Statistics to make further studies of unemployment in other cities. The canvass was made during March and the first part of April, 1915, and followed the same lines as the Metropolitan's study of unemployment in New York City and vicinity.

The families holding industrial policies in the Metropolitan Life Insurance Company were visited by agents of that Company, and the number of partly and wholly unemployed was ascertained. The information thus collected is to appear shortly as a bulletin of the Bureau of Labor Statistics. In the following table are given the leading facts thus far tabulated:

Cities	Number of families canvassed	Number of wage earners in families	Unemployed		Part time wage earners	
			Number	Per Cent	Number	Per Cent
Boston.....	46,649	77,419	7,863	10.2	13,426	17.3
Bridgeport.....	8,144	12,533	537	4.3	2,493	19.9
Chicago.....	96,579	157,616	20,952	13.3	16,575	10.5
Cleveland.....	16,851	24,934	2,348	9.4	3,060	12.3
Duluth.....	1,383	2,089	425	20.3	371	17.8
Kansas City.....	14,890	22,512	2,815	12.5	1,979	8.8
Milwaukee.....	8,813	13,112	1,030	7.9	3,788	28.9
Minneapolis.....	2,206	3,449	476	13.8	183	5.3
Philadelphia.....	79,058	137,244	14,147	10.3	26,907	19.6
Pittsburgh.....	36,544	53,366	5,942	11.1	15,474	29.0
St. Louis.....	65,979	104,499	14,219	13.6	14,317	13.7
Springfield, Mo.	1,584	2,284	162	7.1	32	1.4
St. Paul.....	2,515	4,135	582	14.1	142	3.4
Toledo.....	7,233	10,312	1,102	10.7	1,801	17.5
Wilkes-Barre....	11,453	18,884	1,200	6.4	6,104	32.3
Total.....	399,881	644,358	73,800	11.5	106,652	16.6

This table relates to part-time workers as well as to the wholly unemployed.

The survey covered 15 cities and included a census of 399,881 families in which were found 644,358 wage earners. Of this number, 73,800, or 11.5 per cent, of

all wage earners in the families visited were wholly unemployed, and in addition thereto 106,652, or 16.6 per cent, were reported as part time workers. The highest percentage of unemployment was found in Duluth, Minnesota, where 20.3 per cent of the wage earners were out of work and 17.8 per cent were working part time only. The lowest percentage of unemployment was found in Bridgeport, Connecticut, where only 4.3 per cent were unemployed, but 19.9 per cent of all wage workers were reported as working only part time.

The cities showing the largest percentages of part-time workers were: Wilkes-Barre, 32.3 per cent; Pittsburgh, 29 per cent; Milwaukee, 28.9 per cent; Bridgeport, 19.9 per cent; Philadelphia, 19.6 per cent; Duluth, 17.8 per cent; Toledo, 17.5 per cent; and Boston, 17.3 per cent. The percentage for all 15 cities combined was 16.6 per cent.

The above "second study" of unemployment by the Bureau of Labor Statistics shows that 11.5 per cent were totally unemployed, and in addition to that number there was 16.6 per cent "part time wage earners."

At least one-third of the "part time workers" may be considered totally unemployed, or 5.5 per cent to be added to the 11.5 per cent, or a total of 17 per cent totally unemployed on an average.

Taking the ratio to be the same throughout the nation as that in the fifteen cities above given,

we find the number of unemployed to be 17 per cent of the 44,000,000 persons engaged in gainful occupation, or 7,480,000 persons.

One more proof that our estimate of 6,000,000 unemployed is still below high water mark.

The following is a verbatim copy of the "third study" of unemployment by the U. S. Bureau of Labor Statistics:

**U. S. Department of Labor  
BUREAU OF LABOR STATISTICS  
Washington**

**Unemployment in Twelve Cities of the United States.**

The Bureau of Labor Statistics of the United States Department of Labor presents for publication summary results of the third study in the series of investigations being made into unemployment. This study which was undertaken for the Bureau by the Metropolitan Life Insurance Company, includes 12 cities in the Rocky Mountain and Pacific Coast States.

The results of the survey of unemployment in New York City made in January, 1915, by the Metropolitan Life Insurance Company tallied very closely with the results obtained from an independent study made by the Bureau of Labor Statistics. Because the information on unemployment thus collected for New York was believed to be trustworthy and representative, the Metropolitan Life Insurance Company was employed by the Commissioner of Labor Statistics to make

studies in these 12 additional cities. The canvass was made during June and July, 1915, and followed the same lines as the Metropolitan's study of unemployment in New York City and vicinity, as published in Bulletin 172 of the Bureau of Labor Statistics. The families holding industrial policies in the Metropolitan Life Insurance Company were visited by agents of that Company, and the number of partly and wholly unemployed was ascertained. The information thus collected is to appear shortly as a bulletin of the Bureau of Labor Statistics. In the following table are given the leading facts thus far tabulated, and it includes data relative to the part-time workers as well as to the wholly unemployed:

Cities	Number of families canvassed	Number of wage earners in families	Unemployed		Part-time wage earners	
			Number	Per Cent	Number	Per Cent
Butte, Mont. ....	3,557	4,229	298	7.0	536	12.7
Los Angeles, Cal.	5,621	7,227	822	11.4	1,744	24.1
Oakland, Cal. ....	2,927	4,256	510	12.0	1,144	26.9
Ogden, Utah. ....	581	887	40	4.5	127	14.3
Portland, Ore. ....	1,783	2,347	469	20.0	406	17.3
Sacramento, Cal.	1,288	1,856	170	9.2	439	23.7
Salt Lake City, Utah. ....	1,052	1,664	173	10.4	295	17.7
San Diego, Cal. ....	1,466	1,828	305	16.7	533	29.2
San Francisco, Cal. ....	5,320	7,749	1,206	15.6	1,971	25.4
Seattle, Wash. ....	10,112	13,473	1,713	12.7	1,992	14.8
Spokane, Wash. ....	1,012	1,259	210	16.7	257	20.4
Tacoma, Wash. ....	1,818	2,558	457	17.9	527	20.6
<b>Total. ....</b>	<b>36,537</b>	<b>49,333</b>	<b>6,373</b>	<b>12.9</b>	<b>9,971</b>	<b>20.2</b>

The survey covered 12 cities and included a census of 36,537 families in which were found 49,333 wage earners. Of this number 6,373, or 12.9 per cent of all wage earners in families visited were wholly unemployed, and in addition thereto 9,971, or 20.2 per cent were reported as part-time workers. The highest percentage of unemployment was found in Portland, Oregon, where 20 per cent of the wage earners were out of work and 17.3 per cent were working part time only. The lowest percentage of unemployment was found in Ogden, Utah, where only 4.5 per cent were unemployed and 14.3 per cent working part time only.

The cities showing the largest percentages of part-time workers were: San Diego, 29.2 per cent; Oakland, 26.9 per cent; San Francisco, 25.4 per cent; Los Angeles, 24.1 per cent; and Sacramento, 23.7 per cent. The average for all 12 cities combined was 20.2 per cent.

The "third study" shows that in the twelve cities canvassed, 12.9 per cent were unemployed and 20.2 per cent were "part time wage earners."

The "part time wage earners" may be assumed to be unemployed at least one-third of the time. One-third of 20.2 per cent, or 7.1 per cent to be added to 12.9 per cent is equal to 20 per cent as the average rate of unemployment.

Applying this rate to the total number of persons in gainful occupation, we have 20 per cent

of 44,000,000, or 8,800,000 persons unemployed on an average.

And our estimate was but 6,000,000.

The survey conducted by the Metropolitan Life is surely conservative for the reason that the families canvassed were families with some forethought and thrift. Those less provident, who did not carry insurance, would certainly show a larger per cent of unemployment.

The "first study" shows.....7,920,000 unemployed.

The "second study" shows.....7,480,000 unemployed.

The "third study" shows.....8,800,000 unemployed.

The average of the three studies shows that the number of unemployed ranged between seven and eight million persons in 1915.

It would seem from the foregoing that we have not over-stated it when we put the number of the unemployed at 6,000,000 persons.

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